

# Mohave County Miner.

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## The Red Cross Seal.



BY S. E. KISER.

I'm little, but I travel far,  
My mission is to lessen grief.  
To search among the plagues that are  
And banish from the world their chief.

However poor you chance to be,  
Or young or old, or weak or strong,  
Your servant I will gladly be,  
So that you, too, may help along.

I help to rid the world of dread,  
To darkened places I give light;  
I lift up many a wearied head,  
I am a watchman in the night.

I bring a message of good cheer,  
I preach the creed of brotherhood;  
I show the way and make it clear,  
My object is the common good.

I lift the fallen, aid the weak,  
I watch beside the infant's cot;  
I bring the color to his cheek  
Who languishes where hope is not.

I swing the gates of gloom ajar,  
I help to make the future bright;  
I'm little, but I travel far;  
I am a watchman in the night.

## The Newhouse Tunnel.

For years the mining world has been interested in the driving of the Newhouse tunnel at Idaho Springs, Colorado. At times, as the work dragged along, the final outcome was a matter of doubt, although it had been earnestly believed that this great bore would eventually provide an avenue through which large ore bodies could be economically and profitably worked at depths far below the original water levels. Now, however, it is being demonstrated that the advantages to be derived from the tunnel were no idle dreams, and realization is proving to be of more far-reaching importance than were expectations, as splendid ore reserves are now being worked which could not possibly be touched were it not for the existence of the tunnel.

In speaking of this mammoth enterprise the Mining Gazette, of Idaho Springs, says:

Mining in the Newhouse tunnel is in a more promising condition at this time than it has ever before been and the winter will show a big development of tributary business, while the scope of business that will be realized within the next few years can now begin to be comprehended. The present prospect is founded upon the great ore bodies which have been developed in the last two years in lateral explorations and which now are in shape for heavy and continued production. The most substantial of these is the immense ore body in the Dyke lode which the lateral penetrated for a distance of 600 feet and which is now being stilled for stoping. An equally satisfactory condition exists in the Prize lode where a great ore body has been explored and prepared for mining on a large scale. The output of the Schaffer lease in the Gem is growing from month to month and it is confidently anticipated that it will continue to the surface, 1,100 feet above, as its continuation downward over 1,000 feet to the tunnel level has been demonstrated by the preparations of White and Van Tilborg. This latter strike will become a great producer within a few months in which the ore shoot will be drifted and stilled. Parties are planning to do some heavy development in the levels above to open this ore shoot also, together with the stand and regular output of the Saratoga, Sun and Moon and King Bee make a volume of business in immediate anticipation that will establish new conditions in the tunnel.

This splendid development is in no small measure due to the more liberal policy now ruling in the tunnel management which has given to operators

an encouragement they did not feel formerly. The response to these new terms has been rapid and we feel is a justification of Gazette's contention that all mining operations can be and are stimulated or depressed by the policies of the management. Affairs of the magnitude of mining operations are necessarily sluggish as the breaking of avenues through hard ground must invariably precede realization of expectations, and this has been notably true of the development of business in the Newhouse tunnel, but it now appears that the long period of waiting is nearly at an end.

## A Mining Town Under Water.

A few years ago the mining excitement of the west was centered in the Thunder Mountain district in central Idaho. The big rush to the new discovery was on in the dead of winter, and thousands of prospectors, miners and investors braved the snow and the storm to get into the new Eldorado. For quite awhile the district flourished, claims were developed and improved, and quite a town, called Roosevelt, was built in the little flat below the mineral zone. For some reason, however, Thunder Mountain has never made good. Extensive development work was performed on a number of properties and mills were constructed, but no dividends were ever recorded, and gradually the district was practically abandoned. For the last few years but little has been heard regarding Thunder Mountain, and it might have slipped from memory but for the disaster which has overtaken the little town of Roosevelt, considering which the Statesman, of Boise, says:

Roosevelt, the principal town in the Thunder Mountain district in central Idaho in 1912, today is covered by a lake 600 yards in length and 200 yards in width, and of an average depth of twenty-five feet. It was the scene of a gold strike nine years ago, and thousands braved the hardships and hazards of the trail. It proved a disappointment, though much pay ore was developed nearby.

The circumstance which wiped the town of Roosevelt from the map was peculiar. It resulted from a landslide two years ago, starting near the source of Mule creek, a mile and a half from the settlement. The great avalanche of earth and stone ploughed its way through a virgin forest with a roar that was heard for miles. Twenty-six hours after the break occurred the mass stopped abruptly across the lower part of the town, forming a dam for Monument creek, which now formed a lake where the townsite stood.

There were few residents in the town at the time of the slide, and all escaped with their possessions, owing to the slowness of the avalanche. A log schoolhouse and two cabins, out of its path, now stand as silent sentinels to mark the vanished town. The buildings are situated above the water line, and as the lake has risen to a point that it has an outlet, is not likely the water will become deeper.

Roosevelt camp today is deserted, the residents having moved to other holdings. The mines are closed and the prospectors and miners have sought newer and more promising fields in the tributary country, which is rich in mineral resources. It is hardly probable that the camp ever will be resurrected, as it is isolated and off the line of transportation, besides which it would take a fortune to drain the water off to make it fit for habitation.—Salt Lake Mining Review.

## The Colorado River Basin.

There is no more interesting river in the world than the Colorado. Industrially, scenically, and geologically it presents more diverse conditions than any other stream in the United States. From the crest of the Rocky Mountains in Colorado and Wyoming it sweeps across the intervening country, traversing parts of Utah, New Mexico, Arizona, and Nevada, to the head of the Gulf of California, the area drained being about 300,000

square miles. In the Rocky Mountain region it flows through a country covered by eternal snows and waters some of the most fertile and valuable agricultural lands in the world in western Colorado, northwestern New Mexico, and eastern Utah. It traverses the famous Grand Canyon of the Colorado in the northern part of Arizona and finally passes over the broad, flat plains above the head of the Gulf of California. In this lower-most portion the river strongly resembles the Nile, having annual floods which distribute silt over the adjoining lands and render them as fertile as those in the historic valley of North Africa. The Colorado and its tributaries have other values than that of irrigation, for, descending in steep channels, they present abundant opportunities for the development of water power. Power has been developed at a few points, but the resources of the Colorado basin are in this respect yet practically untouched.

In a basin so liberally provided with natural resources it is a fundamental necessity, in planning for the utilization of the river, to ascertain the amount of water available in the main stream and its principal tributaries, so that future developments, as well as those now under construction, can be suitably designed in type and capacity. For a long period of years the United States Geological Survey has been making observations and measurements at many important points in the Colorado basin, and the latest published information on the subject is contained in Water-Supply Paper 269 of the Survey, which is a progress report of river-flow measurements in this basin for the year 1909. In this report are recorded observations at 179 stations, covering Grand River and tributaries in Colorado; Green River and tributaries in Utah, Colorado, and Wyoming; the San Juan basin in northwestern New Mexico; the Little Colorado River basin in the Gila River basin in Arizona; and finally the discharge near the mouth of the main stream at Yuma, Ariz. These records are not only of local value for guiding economic development, but they have an international significance in connection with the difficulties that have been encountered in the control of the Colorado near its mouth in Mexican territory. The escape of the river from its regular channel and its diversion into the Salton Sea are matters of recent history, and the consequences of a diversion of this kind, which promised to inundate some of the most fertile country in southern California, have been discussed in the public press.

The control of the Colorado for the prevention of further outbreaks must involve thorough knowledge of the tributary flow, even in the high regions of its headwaters, in Colorado, and the ultimate steps taken to prevent disastrous inundation will in all probability involve the control of these upland tributaries.

The size of the Colorado River is indicated by its total discharge in the year 1909, which was 26,000,000 acre-feet, or enough water to cover that number of acres to a depth of 1 foot. Such an amount of water, if poured upon Manhattan Borough of the City of New York and confined by retaining walls, would bury the city 1,857 feet deep, or it would make a lake 66 feet deep over the State of Delaware.

A copy of Water Supply Paper 269 may be obtained on application to the Director of the Geological Survey, at Washington, D. C.

## Gold Dredging Costs.

An interesting prediction is reported from California in the form of a statement by Newton Cleaveland, general manager of the Natomas Consolidated of California, the largest dredging concern in the West. The prediction is that at no distant date the old placer field of Oroville will be dredged. This is the pioneer district of the modern bucket-elevator dredge, and it still holds first rank for the number and output of its gold boats. In the earlier days the operators not only passed over areas which were not then considered profitable, but endur-

ed losses in the tailings which are now considered very high. In some cases the losses are said to have amounted to 20 per cent of the gold content, while at present the average is not over 10 per cent and, under the most careful management, as low as 5 per cent. Under the rapid progress that has been made during the last eight years costs of operation have been reduced in some instances to as little as 1.5 cents a cubic yard of gravel. It is considered that the steady improvement will eventually bring the cost figure down to 1 cent a yard.

If we revert to a time when the production costs of a given dredge, handling 14-cent gravel, where 1 cent a cubic yard, we find a relation between the two factors corresponding to a working cost of 1 cent a yard and a gravel yield of 2 cents. Such a 2-cent yield is roughly equivalent to a former loss in tailings of 20 per cent on a 10-cent gravel considered too low grade for profit. The great accumulations of tailings and the rejected areas in the Oroville field are still there, with early possibility of dredging. This is what a few years of gold dredge engineering have done for this relatively young industry.

A few years ago it would have seemed almost inconceivable for such low records of costs to be made as are now credited to the larger dredges of California. Corresponding immensity of operations in the sphere of ore milling, while producing some surprising results, has not recorded such a swift increase in the economies of production.—Denver Mining Science.

## The Rich Mr. Bungalow.

"The habitats of this kind of millionaire" says Eleanor Gates, writing of Pasadena in Sunset Magazine for December, "are the bungalows—those nests of comfort for storm-battered Easterners, those lures to the romantic, those snares of bachelor-men and maids. In building the bungalows, Pasadena uses every possible combination of brick and concrete, rubble and shingle and stain to get effects. And no two are alike, but all are adorably cunning and homey and inviting. So that the owner of one actually does not envy this real millionaire in his great white pillared mansion, or that other one with an acre of vine-screened veranda.

"As a matter of fact, the bungalow doesn't worry about having a few hundred thousand more or less. There are so many things he doesn't have to pay out for: drug bills, doctor bills, fuel bills, bills for woolen clothing; traveling expenses to take him from home in the summer—when it's too hot or in the winter—when it's too cold; bills for tuition, literature, bottled water, mittens, furs, heavy taxes to keep up a large police force; bills to meet the yearly damages of summer or winter storms, exorbitant bills because of graft conditions."

## A New Train Across the Continent.

"A Straight Line Across the Continent" is the title of a handsome eight page circular issued by the Frisco Lines, showing the daily new and superior service between Los Angeles and San Francisco on the west and St. Louis, Memphis and Birmingham on the east, inaugurated by the Santa Fe Lines on Nov. 12th, in connection with the Frisco Lines, using the Santa Fe Lines via Albuquerque, Belen, Cloria and Amarillo to Waynoka, Okla., thence Frisco Lines to the East and Southwest. It is just such service which will best serve California, Arizona and New Mexico inhabitants on their trips east and will assist us largely in the immigration movement to the states above mentioned, and also thoroughly serve the tourist.

It is a brand new Low-Altitude Route to the East and Southeast, over a thoroughly ballasted line and will be appreciated by passengers who find the higher altitudes so disagreeable.

The equipment in this service is modern in every particular; coaches

with big roomy seats, perfect ventilation and electric lights. Standard Pullman sleeping cars with individual electric berth lights and electric fans. Tourist sleeping cars of latest pattern with electric lights and all meals are served by Fred Harvey, and we of the West know that means "the best".

The line passes through some of the finest portions of Oklahoma and Missouri and is going to be just what is needed to attract travel to New Mexico and Arizona.

## Great Smelter.

Some idea of the magnitude of the work in progress at Hayden, where the American Smelting & Refining company is now engaged in the erection of a great smelting plant, alongside the concentrator, may be gained from the information received by the Arizona Eastern that in four items alone shipments of material to the smelter site amount to 350 cars, among which are 8,000,000 pounds of steel. These are declared to be mere incidental items in the construction of the smelter.

The big smelter, upon which nearly 1000 men are now employed as a construction gang, will not be completed until next May. Every day there comes to Tempe from Maricopa from ten to fifteen cars of material which are then sent on to Hayden.

Upon the occasion of the last visit to this city of General Superintendent Cole announcement was made here that the American Smelting & Refining company could easily place another thousand men at work in the actual work of construction if that number were available.

Incidentally, the Arizona Eastern will probably soon be in the market for laborers when it begins the erection of its new depot, its round house, four residences and a freight house. There is also considerable trackwork to be done. When all this is completed it is predicted that Hayden will experience a material growth in population.—Phoenix Gazette.

## Civil Engineering Trip.

Prof. Waterbury will conduct the class in Civil Engineering of the University of Arizona on an inspection trip over the El Paso & Southwestern Railway during the Thanksgiving vacation. The permission of the chief engineer has been secured, and on this trip the problems and their solutions in civil engineering will be explained to the students. It is anticipated that this opportunity will be a valuable supplement to the class work.

When your feet are wet and cold, and your body chilled through and through from exposure, take a big dose of Chamberlain's Cough Remedy, bathe your feet in hot water before going to bed, and you are almost certain to ward off a severe cold. For sale by all dealers.

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